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A

DESCRIPTION

OF THE

WINDWARD PASSAGE,

AND

GULF of FLORIDA,

WITH THE

Course of the *British* Trading-Ships to, and from the
ISLAND of *JAMAICA*.

ALSO

An ACCOUNT of the TRADE-WINDS, and of the variable Winds
and Currents on the Coasts thereabouts, at different Seasons of the Year.

Illustrated with

A CHART of the Coast of *Florida*, and of the Islands of *Bahama*, *Cuba*,
Hispaniola, *Jamaica*, and the adjacent smaller Islands, Shoals, Rocks, and other
remarkable Things in the Course of the Navigation in the *West-Indies*.

Whereby is demonstrated,

The Precariousness of those Voyages to the *West-India* Merchants, and the Im-
possibility of their Homeward-bound Ships keeping clear of the *Spanish Guarda Costa's*:
The Whole very necessary for the Information of such as never were in those Parts of the
World.

To which are Added,

Some PROPOSALS for the better securing of the *British* TRADE and NAVIGATION
to and from the *WEST-INDIES*.

Note, At the End of this Treatise is a General INDEX of the Names, with a Description of
the Situations of all the Islands, &c. which are contained in the annexed Chart, distinguished by
numerical References to each other. Likewise an Alphabetical CATALOGUE of the same Names
alone, with the like numerical References, the Uses of which are mention'd at the End of the Whole.

L O N D O N :

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DESORPTION

WINDWARD PASSAGE

GULF OF CALIFORNIA

COAST OF THE STATE OF CALIFORNIA

AT A POINT IN THE GULF OF CALIFORNIA

ON THE COAST OF THE STATE OF CALIFORNIA


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A
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HE Windward Passage being of late become not only a Subject of general Discourse in most Companies, but even of public Debate in the most august Assemblies in *Great-Britain*; and being a Thing not so much known as talked of, its hoped, therefore, that the Description here proposed, will not be unacceptable to any Person; since 'tis such, as in Truth may be relied upon, being collected not only from ancient and impartial Authorities in History, but likewise from genuine Accounts, and Journals of modern Commanders of Ships, employ'd in the Trade to the *West-Indies*.

Before I proceed farther, it may not be amiss to explain some particular Terms and Appellations made use of by Sea-faring People, which, tho' well known to the Learned, yet, perhaps, not to a great many other Persons, to whom they are more familiar in

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Expression, than in Knowledge ; a right Understanding of which, is very essential towards rendering the Description here intended, more easie of Comprehension, and intelligible to every Capacity ; such as the *Equator*, or *Equinoctial Line*, the *Tropics*, *Latitude*, *Longitude*, *Trade-Winds*, *Gulfs*, *Currents*, and *Capes* ; as they are Things which may occasionally be often mentioned in the following Treatise.

Equator. The *Equator*, or (according to the Sailor's Phrase) the *Line*, is an imaginary Circle, equally dividing the Earth into two Parts or Hemispheres, between the North and South Poles, which are two opposite Points of the Globe, each 90 Degrees distant from the *Equator* ; to each of which Points the *Latitude* is counted from the *Equator*, and carries its Denomination accordingly of North or South Latitude.

Tropics. The *Tropics* are likewise two imaginary Circles surrounding the Earth, and parallel to the Equator at a Distance of $23 \frac{1}{2}$ Degrees each ; every Degree being accounted equal to 60 *English* Miles.

Longitude. The *Longitude* is the Admeasurement of the Earth, (in the contrary Way to that of the Latitude, viz. from East to West, or from West to East ; and is counted upon the Equator in Degrees proportionable to that of the Latitude, beginning at the first Meridian (which with us is that of *London*) and from thence is reckoned East and West for 180 Degrees each Way ; but, in reckoning it elsewhere, those Degrees diminish in Space proportionably as the
Place

Place is nearer to the Poles, in like Manner as you see the Meridian Lines on a Globe diminish in the Space between them, from the Equator to the Poles, where they all center in a Point.

The *Trade-Winds* are such as always blow from one and the same Point of the Compass, or near it, *viz.* at East, or E. N. E. or E. S. E. and no where so, but within the Limits of the Tropics; but under and near the Line, they are more Easterly than elsewhere.

Gulfs are of different Kinds; some so called, are large Inlets from the Sea between two Tracts of Land, where the Water at last terminates a great Way up in the Country, without any further Passage for Shipping; and is there called the Bottom of the Gulf. The Channel of *Bristol*, from the Island of *Lundy* to the Mouth of the *Severn*, is formed in this Manner; as is the *Firth* of *Forth* near *Edenburgh*, the *Firth* of *Tay*, and several others on the Coast of *North-Britain*; tho' not called Gulfs, as not having the Qualities of those so called, which are, that of *Mexico* within the West Point of *Cape Florida* (No. 62.) the Gulf of *Lions* in the South of *France*, that of *Venice* which separates *Italy* from *Greece*, the Gulf of *Taranto* in the S. E. Coast of *Italy*, over-against the Island of *Corfu*; and so of several other of the same Kind, wherein the *Mediterranean* Sea-Coasts very much abound.

Other Kinds of Gulfs, so called, are such as have a Communication from one Sea to another, or a Thorough-fare for Shipping between some Islands, or other Land, as the Gulf of *Florida* here treated of; the Gulf of *Messina* between the Island of *Sicily* and *Italy*; and so of others.

The Streights of *Gibraltar*, *Constantinople*, *Sunda*, *Anian*, &c. have the like Qualities of Currents always setting one Way. In the Gulfs first mention'd, there are very strong Currents setting inward, at the Entrance by one of the Points of Land, which forms what is called the Mouth of the Gulf; which running along Side the Shore within, and meeting with Opposition from the Land at the Bottom of the Gulf, are repuls'd, and consequently return with like Rapidity into the main Sea, at the opposite Point of the Gulf's Mouth; and from hence a great Eddy, like a Whirl-Pool, is occasioned in the Middle of the Gulf between the two Currents, which are variable according to the Winds and Tides. The Gulfs last mentioned, such as *Florida*, &c. have a constant Current always setting one Way, or very near it, according to the Wind and Tide; but as this of *Florida* is very near the Tropic of *Cancer*, and mostly within the Verge of the Trade-Winds, the sailing Course through that Gulf becomes the more dangerous and difficult, for the Reasons hereafter assigned.

The next Thing to be described, comes under the Denomination of *Currents*. These are so well known, and so frequently met with, that the very Name is in itself a full Explanation of what is meant by it ; but as there are Variety of Currents, it may not be improper to give some particular Account of them.

There is a constant Current setting with the Trade-Wind from East to West, but slackens at some Times, as shall be hereafter mentioned.

The general Tide-Currents, which set along the Sea-shores, are well known to every Body, and those in the Gulfs are already described ; but there are other Currents out in the main Ocean, some Hundreds of Leagues from Land, which alter their Courses frequently, and require being narrowly watched by the Mariners, because Ships are very often insensibly carried away by 'em out of their due Course, so as to deceive the Masters in their Reckonings, and very often to the Loss of their intended Ports.

The last Thing to be described, is a *Cape* ; and this is a Point of Land, which either shoots out a good Way into the Sea, or else makes an Angle, round which they are obliged to sail, and so to shape their Course accordingly, which is called doubling the Cape. They are, for most Part, the chief Land-Marks for knowing the Coast by ; and therefore the Knowledge of them is of great use to the Sailors.

Having

Having now explained those Particulars, so as to enable any Person of common Capacity (be he never so great a Stranger to Geography and Navigation) to be a Judge of the Subject here laid before him, I shall now proceed to the main Point, *viz.* The Description of the Windward Passage, &c. in order to which, it will be necessary in the first Place to take Notice of the Course used by the *British* Ships which trade to *Jamaica*.

All Ships in this Trade, whether bound directly from any Parts of *Great-Britain* or *Ireland* to *Jamaica*, or from any of our Plantations upon the Continent of *America*, or from the Coast of *Africa*, always shape their Course so as to fall down to the Southward, so far as until they arrive somewhat to the Eastward of the *Caribbee* Islands, in a parallel Latitude with *Jamaica*; and for this End they generally make the Island of *Antego*, or some other of those called the *Caribbee* Islands, in or near that Latitude, from whence they alter their Course, and bear away before the Wind due West for *Jamaica*. By this Means they fall into the Trade-Winds as soon as they arrive in that Parallelism of Latitude with *Jamaica*, which carries them right before it all the Way; for it is impracticable to go any other Way, or to sail against the Current of the Gulf of *Florida* from the North to the South, because its Current is from South to North; moreover, were it with Safety even navigable that Way, yet as a Ship bound
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for *Jamaica*, must of Course fall so far to the Westward or Leeward of it, there would still another Impediment remain to sail against the Trade-Wind, in so great a Length as that of about one hundred Leagues.

As for attempting the Windward Passage in the Way to *Jamaica*, it is equally impracticable and hazardous, because in that Case their Passage must be by *Crooked Island* (Fig. 20) leaving it on the Larboard or Left Side ; and should a Ship, by Strefs of Weather, miss of making that Island, and be drove to the Leeward of it, she would have the same Difficulty of beating up against the Trade-Wind to recover that Island, or else to run the Risque of being drove to the Westward, among the *Babama* Islands and Shoals ; or, admitting that she had passed *Crooked Island*, yet she must afterwards bear away to Windward, and lie close upon the Coast of *Hispaniola*, to sail down between it and *Jamaica*, and thereby fall into the Mouths of the *Guard de Costa's* ; so that upon the whole it is plain, that the South East Course to *Jamaica*, by the *Caribbee* Islands, as before described, is the only, safe, and expeditious Course that can be taken by the *British* Ships bound to *Jamaica*.

Let us now suppose ourselves safe arrived at that Island, and think of our Return Home (from *Port-Royal* markt Fig. 38) to Old *England*, as they call it, for which Purpose we have our Choice of two Courses

ses to set out in ; that is, either through the Windward Passage (along the Track markt Fig. 42, from the East End of *Jamaica*) or through the Gulf of *Florida*, by the other Track round the West End of *Cuba*, one of which must be our Lot. It will therefore be necessary to describe both these Courses, in order to determine for the Better ; and first that of *Florida*, which extends from Fig. 62, along the small Darts, whose Points denote the Course of the Current to the Norward.

The Nature of that Gulf has been in a great Measure already described, and by the same Consequence that its Current was heretofore a Hindrance to the Ship's Passage from *Europe* to *Jamaica* ; so on the contrary, it will now drive her Homeward, or towards *Europe*.

From clearing the West Point of *Jamaica*, to the Westward of Cape St. *Antonio* in the Island of *Cuba* (markt Fig. 58) the Ship has the Advantage of the Trade-Wind upon her Starboard Quarter all the Way, which is a Run of about 200 Leagues from *Port-Royal*, the Place of her Departure ; but when she doubles Cape St. *Antonio*, and changes her Course to bear away for the Gulf, in the Teeth of the Trade-Wind, she then loses more Time and Way by a great deal, than she had gained in her quick Passage from *Jamaica* to the Leeward of *Cuba* ; and whilst she is thus beating against the Wind, and tripping it between the Coast of *Cuba* and *Florida*,
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Guarda Costas from *Havana* (markt Fig. 29) are constantly hovering and plying backwards and forwards in that Course ; and if an *English* Ship happens to come in their Sight, they chace, and take her if they can ; and as 'tis well known that Pieces of Eight, and other *Spanish* Coin, is what mostly are current in *Jamaica*, yet if any of it is found in this Homeward-bound Ship, tho' she honestly took that Money in *Jamaica*, she is immediately condemned and made Prize of.

Admitting, then, that the Ship has escaped 'em in that Passage, and has safely entered the Gulf of *Florida* ; she is still in greater Danger, for here there are other Enemies to encounter with, besides the *Guarda Costas*, viz. the Current and Coast of *Florida*.

This Coast is formed of very low, flat, broken Ground, and for the Space of about nine Leagues from the Shore towards the Offing, is all Shoal-Water, which extends all along the Coast of the Gulf, nevertheless has some Holes, or rather deep Gutts and winding Channels in it in several Places, which are very often the Cause of many a Shipwreck : If a Vessel happens to fall in with any of those Gutts or Channels in the Shoals, 'tis rare, if ever, she can get clear of it ; for being deceived by those deep Soundings, and unwarily got so far within the Banks through those winding Channels that there is no returning by the same Way, they at
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last find themselves in a Labyrinth, and are forced to submit, at least, with the Loss of Ship and Cargo, and happily so, if the Crew have the good Fortune to get off in their Boat to any other Shore than that of *Florida*, where the Natives wait to murder them all as soon as landed, or that they have surprized them on Board after the Ship's striking; for in those Cases they always come off Shore in their Canoes to plunder the Ship, and take the Crew if they can.

In passing this Gulf, the main Current, as already described, always runs from South to North; yet according to the Strength of the Wind (which here is variable, as not being entirely within the Verge of the Trade-Winds) the Current sets mostly upon the *Florida* Shore, which obliges a Ship to make an Allowance of about five Points of the Compass for the Current, and to keep as near as possible to the *Babama* Side; and it is by mistaking this Allowance, that Ships are insensibly drove towards the Coast of *Florida*.

On the other Hand, as there is an apparent Necessity, for the Reasons before mentioned, for keeping near the *Babama* Side of the Gulf, so there is another Hazard attends it upon that Account too; for all those Islands, excepting that of *Providence* (Fig. 8) belong to the *Spaniards*, and therefore an *English* Vessel is in Danger upon that Account, by approaching any of those Islands to avoid that of
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being drove on the Coast of *Florida*, which verifies the Proverb of SYLLA and CHARIBDIS; or, *Out of the Frying-Pan, into the Fire.*

The Island of *Providence* is in a Manner scituate within the great *Bahama* Shoal, which almost surrounds it; so that there is no clear Passage to it but on the North Side, and even that way 'tis encompassed with several Islands, all belonging to the *Spaniards*.

Here some of our Ships Homeward bound from *Jamaica*, are sometimes, tho' rarely, forced to turn in by Strefs of Weather. That *Braziletto* Wood grows in this Island, is notorious; and that it is a very useful Commodity for the Dying Trade, it is generally brought from thence Home to *England*; but notwithstanding its being the Produce of that our own Island, the *Spaniards*, on finding the least Quantity of it on Board our Ships, make it a Pretence for Confiscation, upon that single Article only, falsely insisting, that it grows no where but among themselves; and that they may be sure of meeting our Ships coming from *Providence* or the Gulf, they lie watching for them in the N. E. Passage from *Providence*, between the Islands of *Eleuthera* (Fig. 3) and *Abbaco* (Fig. 2) and in the Mouth of *Florida* Gulf, to the N. W. of *Membre-Rock* (Fig. 71) so that after passing all Dangers of the Gulf, Shoals, and Cannibals, and that our Ships are just upon entering the main Ocean, and, as I may say, in the

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high Road homeward, they fall into new Dangers, equally as great as those they had just now escaped, that is to say, the *Spanish Guarda Costas*.

Since, therefore, this Homeward Passage through the Gulf of *Florida*, is so very precarious, and that there remains no other Way to take but that of the Windward-Passage, which is *Hobson's Choice*, let us nevertheless make a narrow Inspection into this so much celebrated Passage, and give a true Report of it in all Respects.

Port-Royal (the chief Harbour in the Island of *Jamaica*) is situate on the South Side of it, about 60 Miles distant from Point *Morant* (Fig. 37) which is the East Point of the Island. It is to be observed from what has been already said of the Trade-Winds, that as they continually blow from East to West, the Course from *Port-Royal* to Point *Morant*, is directly against the Wind, and therefore the most difficult Part of this Passage, which is called the Windward-Passage from thence as far as it is markt or dotted to *Crooked-Island* (Fig. 20.) The beating up to Point *Morant* from *Port-Royal*, has very often detained Ships for a Month or six Weeks successively; and after all, many a Ship has at last been forced to return to *Port-Royal*, after suffering a great deal of Damage. Some, indeed, have had the good Fortune to turn that Point in one Nights Time, which has been owing to an Advantage taken, which does not always offer, of the Trade-winds and Currents slacken-

slackening towards the Evening, and of a strong Land-Breeze rising, with which they cannot fail of making way as it is a Side-wind, and on their Lar-board too, which keeps them clear of the Land of *Jamaica*; but this Change is only at certain Seasons of the Year, viz. from *December* to *May*; upon which Account, the Ships that are Homeward bound within any of those Months, have the Advantage just now mentioned; but during the rest of the succeeding Months, from *May* to *December*, the Trade-wind and Currents are at the strongest.

In *July*, *August*, and *September*, they have terrible Storms on the Coast of *Jamaica*, which they call fiery Sea-Breezes, which begin about Ten in the Morning, and continue till One o'Clock, and sometimes till Two and Three o'Clock in the Afternoon; and is observable, that the later in the Day the Storm begins, it is so much the more violent, and of a longer Continuance.

These Sea Breezes hold on till about the Month of *November*, but then not so furious as during the first three Months beforementioned; they blow at E. and S. E. and when they are over it is quite calm, and there is not an Air of Wind to be felt. Few or no Ships stir out of Harbour during these Sea-breeze Months, especially for the first three Months, it being next to an Impossibility to escape perishing if overtaken in one of those Storms about the Coasts; therefore it should be the Care of those concerned,
to

to order their Affairs so as to be able to leave *Jamaica* sometime between the Months of *December* and *May*.

It seldom happens, that a Vessel which has doubled the Cape of *Morant*, is forced to put back again ; because she has then a Side-wind pretty full on the Beam ; but for Fear of the worst, is obliged to keep to the windward as near to *Hispaniola* as she can ; for if after passing by *Jamaica* to the Norward, she should happen to be drove to the Leeward, between *Jamaica* and *Cuba*, she would be in Danger of being lost, it being all a flat and shallow Bottom between them two Islands:

As it is evident that she is under a Necessity of keeping near to *Hispaniola*, meerly for Self-Preservation from the fore-going Dangers, our kind Neighbours (the *French* and *Spaniards* of that Island) are therefore the more diligent in watching our Motions, for the N. W. Part of *Hispaniola* belongs to the *French*, and the rest of it to the *Spaniards*. The same Necessity for the Ship's keeping to windward subsists till she passes *Crooked* Island (Fig. 20) but here again she is not safe from the *Spaniards*, for even to the Norward of this Island they ply to and fro to meet with our Ships, and pretend as great a Right to visit us hereabouts, as if they had found us within Musquet Shot of the Coast of *Cuba* or *Hispaniola*.

Thus

Thus during a Course of above 160 Leagues, counted from the Point of Cape *Morant* to the Norward of *Crooked* Island, the *English* Traders are in continual Danger of being taken by the *Spanish Guarda Costas*, besides the Perils of the Seas in that Voyage, from the Time of their leaving *Port-Royal*, till their clearing *Crooked* Island, which in the whole is a Course of about 180 Leagues ; and which is the same that is called the Windward-Passage.

It is no wonder then that our Ships meet with so much Obstruction in this same Passage, since it is evident that it is the Homeward Course which they necessarily take from *Jamaica* to any Part of *Europe*, or to any of our Colonies on the Continent of *America* ; and that our Possession of that Island is a Thing, which however ceded by *Spain*, is nevertheless such a Thorn in their Sides, as they'd wish to have removed at any Rate ; and it is therefore their Interest, as they make it their Endeavours, to be as uneasie to us as possible, by using all Manner of ways to molest our Trade, and discourage our Navigation. But in the present Scituation of Affairs, it is hoped, that some effectual Measures will be taken to protect that Trade for the Time to come, since it is evident how many and great Hazards in general, besides particular Hardships which our Merchants and Mariners undergo in a *Jamaica* Voyage, from the Difficulty, or rather Impossibility of keeping out of the way of the *Spanish Guarda Costas*,
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and for want of that Protection already spoken of; otherwise it had better be quietly given up at once, for some reasonable Consideration to the Publick, than the *British* Liberty of the Seas to be from Year to Year infring'd upon, and our Trade torn from us by Piece-meals, to the great Dishonour of the *British* Nation in general, and to the utter Ruin and Impoverishment of such Families in particular, as in some Shape or other, happen to be the immediate Adventurers, and unfortunate Sufferers.

PROPOSALS for the better Securing of the *British* TRADE and NAVIGATION, to and from the *West-Indies*.

Notwithstanding that it is the Duty of every Loyal Subject to promote, as far as he is able, the Peace, Safety, and Welfare of his Country; yet it too frequently happens, that the want of a proper Opportunity, or Encouragement of offering to contribute towards Things of that Nature, is the Loss of several advantageous Steps, which might be taken towards procuring that happy State to a Nation, of enjoying the Blessing before-mentioned. According to the way of the World, whatever is
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said or offered in that *Light*, carries no *Weight* with it, unless *the Person* be known to have (*what is call'd*) Interest at Court, or a sufficient Weight of Gold Ballast in his Pockets ; for to another Person, so many Obstacles lie in his way, such as Difficulties of Access to proper Persons in Power, Loss of Time in attempting it, besides some Expences extraordinary upon every such Occasion ; that it is Odds of Twenty to One against him, if ever he can obtain an Audience ; and after all may be dismissed perhaps with a *Curia avisare*, and so never hear of it more, or else be told, that it is an Affair already in Hand, and so the Scheme is father'd upon some Favourite or other, who never heard it before. These Considerations have prevailed with me to offer my Thoughts in this Manner, and that a prejudic'd Notion of Self-Interest may have no Room to be objected to my Design, which, in this Shape, must evidently appear to be calculated for the Benefit of my Fellow-Subjects of *Great-Britain*.

It is apparent from the Course of Navigation from the *West-Indies* to *Europe* (as already described) that if our Ships, after their Departure from *Jamaica*, were secure of some safe Harbour or Ports by the way of the Windward-Passage, and the Gulf of *Florida*, to put into, either to refit, refresh, or shelter themselves from bad Weather, or from the Pursuit of Enemies ; that the Conveniency of such Ports or Harbours must certainly prevent the Capture, and

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in a great Measure the Loss of such of our Ships, as trade to that Part of the World ; since from the Time of their sailing from *Jamaica*, untill their coming into the great *Atlantick* Ocean, they cannot be said to be out of Danger, either of being taken by the *Spaniards*, or of being drove upon some of the Coasts or Shoals with which they are in a Manner furrounded during their Passage through either of those Places ; and as all those Coasts are in the Hands of the *Spaniards*, who have at all Times rather taken Advantage of the unhappy Circumstances of such of the *English* Sailors, as have been Shipwreck'd, or drove upon their Coasts by Strefs of Weather, whom upon such Occasions they have enslaved, and made Prize of their Goods, &c. it cannot be expected that they will voluntarily ever grant any such Places of Refuge or Safety to our Ships or Men ; therefore in case of a War between the two Nations, I would propose, that some certain Places, which (till then) are not proper to be publickly named, should be attacked and taken from the *Spaniards*, and fortified against any future Surprise, or sudden Attempt which might be made for their being recovered again out of our Hands.

The Scituation of those Places are such, as would effectually succour and secure our Ships in Distresses of any Kind ; and would in all Times to come prove to be so many Curbs and Cheques upon the Insolencies of the *Spaniards*, that we should be able to establish

establish such a Trade and Commerce in those Parts, as would not be in the United Powers of *France* and *Spain* to defeat or destroy.

By the Course of the Navigation of the *Spanish* Galleons from *Cartagena* to *Havana* (which being there joined by the *Flota* from *La Vera Cruz*, returns to *Old Spain* thro' the Gulf of *Florida*) it is demonstrable, that the only Time to intercept them would be before their coming into the great Ocean; and were they in Danger of being so easily surprized, they would become more humble than at present, and would suffer us to enjoy our Trade in Quiet; but in the present Scituation, should we design any such Attempt, they have Notice of it long before our Fleet sets out, and have Sea-Room enough to escape being intercepted; for Instance the late safe Arrival of the *Assogue* Ships in the Bay of *Biscay*.

To render this Enterprize the less expensive to the Crown, and beneficial to the *West-India* Merchants, His Majesty may be pleased to grant his Royal Charter to them in Company, or else to the present *South-Sea* Company, to compensate in some Measure their Loss of the *Assiento* Trade; empowering them to make such Conquests as aforesaid, and to vest the same in the Company for ever, with the like Privileges and Powers as are vested in the *East-India* Company, and to justify and support such said Conquests to them thereafter, in all future Treaties, and upon all Occasions whatever.

The Advantages of such a Grant, could not but encourage a great Number of able Adventurers to join in erecting a sufficient Stock to support the Undertaking; which in a short Time would produce not only great Advantages to the Company, but would proportionably increase his Majesty's Revenue, and be an additional Strength and Advantage to the Royal Navy, by having Magazines erected in some one or more of those conquer'd Places, whereto the Station-Ships may resort and refit, without being obliged at all Times to return Home to *England* for that Purpose.

Time, and the natural haughty Behaviour of the *Spaniards*, may at last give Occasion and Opportunity to the *English*, to extend these Acquisitions into the Continent of *America*, where the Opposition would only be from the *Spaniards* alone, upon our assuring to the native *Indians* and their Descendents, their ancient Freedom and Privileges, to regain which, they would readily at this Day unite to extirpate their present Masters (the *Spaniards*) whose Right to those Parts of the World, subsists upon no other Foundation, but such, as by the same Rule, may be lawfully made use of against themselves, and will one Day be retaliated on them.

As there would be no Difficulty in the Execution of this Enterprize, and that this Proposal is not clogg'd with any Extravagancies which may render it improbable of Acceptance, it may not be amiss for the Gentlemen
above-

above-nam'd to take it into Consideration; and should any thing result therefrom in concurring with what is here propos'd, there shall be nothing wanting to be further communicated on the Part of the Author of this, which may facilitate the Undertaking, and compleat the Service hereby intended.



A GENERAL

A GENERAL INDEX

OF ALL THE

Islands, Capes, Shoals, Bays, Rocks, and other Particulars, contained in the annexed Chart of that Part of the *West-Indies* in the Neighbourhood of *Jamaica*, comprehending that and the Islands of *Bahama*, with those of *Cuba* and *Hispaniola*; and the two Points of the Continent, which form the Mouth of the Gulf of *Mexico*; with numerical References from this Index to the Chart, which describe and explain every Particular referr'd to by the corresponding Number.

Islands, &c. situate on the North Side of the Tropic of Cancer.

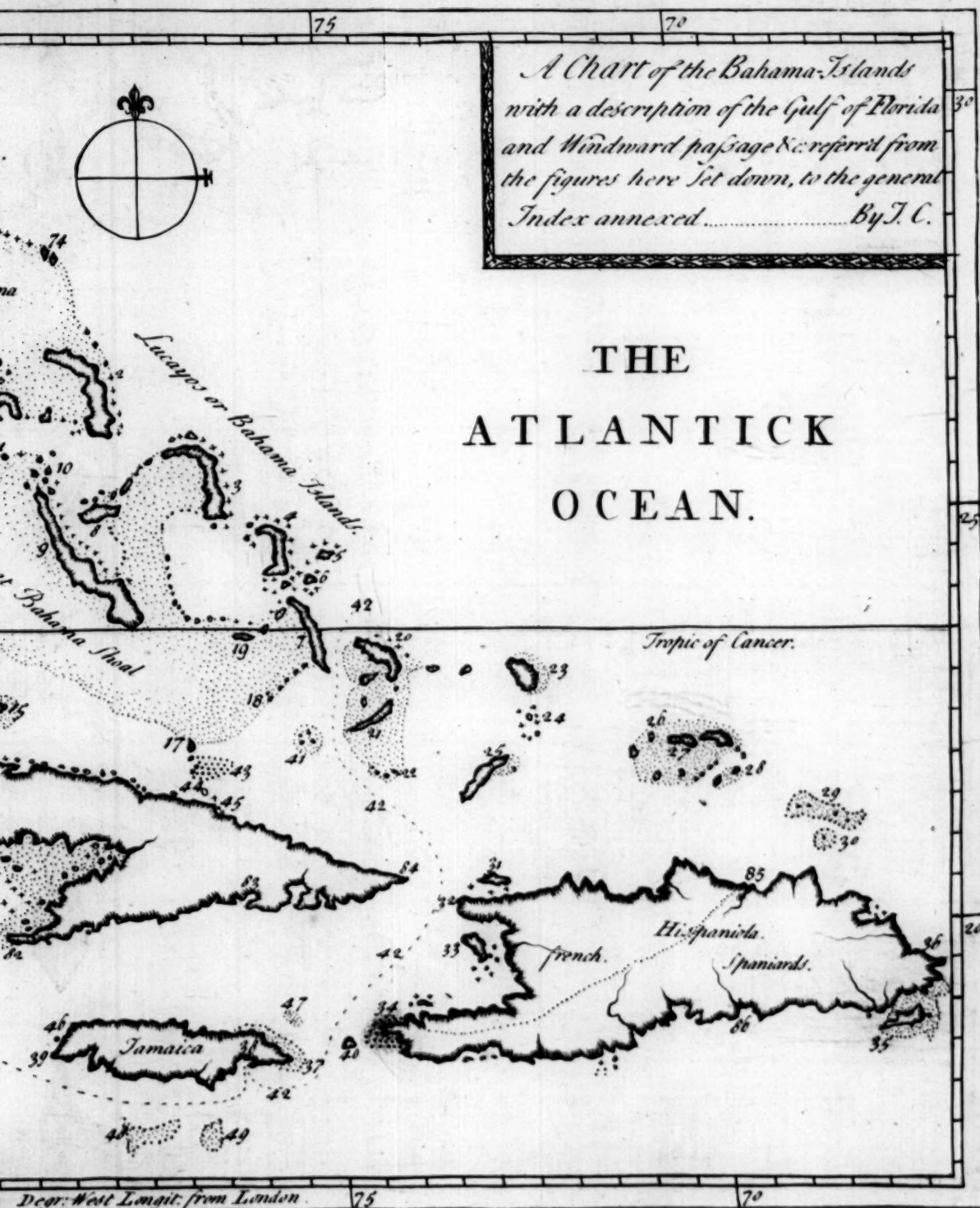
No.

- 1 **B**AHAMA Islands, forming Part of the Gulf of *Florida*, on the S. W. Side of *Bahama* Bank.
- 2 *Lucayos*, or *Abaco* I. on the E. Side of the former.
- 3 *Eleuthera* I. lying N. E. of *Providence* I. and S. E. of *Lucayos*.
- 4 *St. Salvador*, or *Catt* I. S. E. of *Eleuthera*; the first Land that was discover'd of all *America*, Anno 1592.
- 5 *Triangulo*, or *Watlin's* I. E. of *St. Salvador*.
- 6 *Samana*, or *Rum* I. S. W. of *Triangulo*, and due N. of the Termination of the Windward Passage at the following I.

- 7 *Yumeta*, or *Long* I. intersected by the Line of the Tropic.
- 8 *Providence* I. S. W. of *Eleuthera* I. N° 3, and N. E. of the following.
- 9 *Andros* I. S. W. of *Providence*, in the Middle of the great *Bahama* Shoal.
- 10 *Berry* Is. N. of *Andros*, and N. W. of *Providence*.
- 11 *Isack-Rocks*, W. of *Berry* Is. on the N. W. Part of the great *Bahama* Shoal.
- 12 *Bemines* I. } The first N. and the other S. and of it on the W. Side of that
- 12 *Reguez* I. } Shoal, at the Entrance of the Gulf of *Florida*.
- 13 *Tortugas*, Islands W. of *Cape Florida*, N° 62.

Islands,





I N D E X.

Islands, &c. on the South Side of the Tropic of Cancer.

- 14 **C** *Apadzal* I. } At either End of the
- 15 *Anguilla* I. } long Shoal, which forms
the old Streights of *Babama*, N^o 16,
on the N. of the I. of *Cuba*.
- 16 Old Streights of *Babama*, N. of *Cuba* I.
- 17 *Ragged* I. on the S. Part of the great
Babama Shoal.
- 18 *Junettas* Is. on the S. E. Side of the
Shoal.
- 19 *Exuma* I. within the Shoal, under the
Tropic.
- 20 *Crooked* I. E. of *Yumeta* I. N^o 7, where
the Windward Passage terminates.
- 21 *Acklin* Key I. and Shoal, S. of *Crooked* I.
on the E. Side of the Windward Pas-
sage.
- 22 *Hogflies*, Rocks in the S. End of the Shoal
on the E. Side of the Windward Pas-
sage.
- 23 *Maguana* I. E. of the same Shoal.
- 24 *French* Keys Rocks, S. of *Maguana*, and
N. of *Hispaniola*.
- 25 *Heneago* I. N. E. of the Passage between
the I. of *Cuba* and *Hispaniola*.
- 26 *West* *Caicos* Is. E. of *Heneago*, and N.
of *Hispaniola*.
- 27 *Caicos* Bay, surrounded by them Islands.
- 28 *Turks* I. one of the *Caicos* Is. on a small
Shoal.
- 29 *North* *Riff*, a long Shoal and Rocks S.
E. of *Caicos* Is. N^o 26, N. E. of St.
Jago in *Hispaniola*, N^o 85. At this
Riff, Sir *William* *Phips* took up a vast
Quantity of Silver from a *Spanish*
Wreck, Anno 1685.
- 30 *South* *Riff*, another Shoal and Rock be-
tween the former and *Hispaniola*.
- 31 *Tortuga* I. S. to *Heneago*, N^o 25, and
N. E. of Cape St. *Nicolas* following.
- 32 Cape St. *Nicolas*, the most Westerly Point
of *Hispaniola* in the Windward Passage.
- 33 *Guanabo* I. S. of Cape St. *Nicolas*.
- 34 Cape *Tabran*, the S. W. Part of *Hispa-
niola*, lying due East from *Jamaica*.
- 35 *Saona* I. North of *Curasso*, one of the
Sotavento I. belonging to the Dutch,
distant 20 Leagues.
- 36 Cape *Del Engano*, the most Easterly
Point of *Hispaniola*, from which *Porto
Rico* I. lies E. distant 4 Leagues.
- 37 Point *Morant*, the E. Point of *Jamaica*.
- 38 *Port* *Royal* I. in *Jamaica*, S. W. of *Mo-
rant*.
- 39 *Negril* Point, the West Point of *Ja-
maica*.
- 40 *Navaza* I. between *Jamaica* and *Hispa-
niola*.
- 41 *Mira* *Por Vos*, a Shoal and 4 Islands in
the Windward Passage, between the
Babama Shoal and *Acklin* Key, N^o 21.
- 42 to 42 Tract of the Windward Passage
from *Port* *Royal* in *Jamaica*.
- 43 *Mucares*, a Shoal near *Ragged* I. the S.
Point of the great *Babama* Shoal.
- 44 *I. Verde*, South of *Mucares*.
- 45 Cape *Quibanic*, in *Cuba*, South of I.
Verde.
- 46 *Booby* I. at the West End of *Jamaica*.
- 47 *Formiga*, a Shoal North of Point *Mo-
rant*, the East End of *Jamaica*.
- 48 *Binoras*, a great Shoal South of *Ja-
maica*.
- 49 *Ranas*, another smaller Shoal E. of the
former.
- 50 Great Shoals, lying S. W. of *Jamaica*,
and due North of *Pertabel* on the Coast
of *New Spain*, distant from these Shoals
about 33 Leagues.
- 51 The Point of *Cameron-Shoal*, which
with the Point of Cape *Catoche* N. W.
of it, N^o 57, forms the Opening to
the Gulf of *Honduras*.
- 52 St. *Millan* Is. on the N. of that Shoal.
- 53 *Guayana* I. North of Cape *Honduras*,
distant 2 Leagues and a half, and from
the Cape to the I. of *Truxillo*, 3 Leagues
and a half South of the Cape.

I N D E X.

- 54 *Cozumel* I. on the East Side of the Province of *Yucaton*, Part of the Continent ; in which Island *Hernan Cortez* first landed, *Anno* 1519, in his Way to *La Vera Cruz*, on the Coast of *New Spain* ; where he made his first Settlement towards the Conquest of *Mexico*.
- 55 *Alageras* Is. North of *Cozumel*.
- 56 *Cao* I. on the most Easterly Point of *Yucatan*, which is the South Point of the Mouth of the Gulf of *Mexico*.
- 57 Cape *Catoche*, in the aforesaid Island, from which to Cape *Condutedo*, on the West Part of the same Coast, is 14 Leagues, which last Cape forms the Opening of the Bay of *Campeachy* from thence to the Southward.
- 58 Cape *St. Antonio*, the most Westerly Point of *Cuba*.
- 59 *Havanah* T. and Port, the chief of *Cuba*, lying South of Cape *Florida* ; from hence in a direct Line to *La Vera Cruz*, is 61 L. S. W. and by W.
- 60 *Montanga-Bay*, at *Santa Oruz* Town in *Cuba*, East of *Havanah*.
- 61 Point *Hicacos*, the most Northern Point of *Cuba*.
- 64 *Carlos-Bay*, North of the foregoing, on the same Coast.
- 65 *Palaxy-Bay*, North of *Carlos-Bay*, and is the Boundary between the *French* and *Spaniards* on the Coast of *Florida*.
- 66 Cape *Samblas*, S. W. of *Palaxy*.
- 67 *St. Josepho*, a *Spanish* Fort on C. *Samblas*.
- 68 Cape *Blanco*, West of the foregoing, on the Coast of the *Louisiana*, North of Cape *Catoche*, N^o 57.
- 69 *Pensacola-Bay*, West of the former.
- 70 Port and Haven of the I. *Dauphine*, a *French* Magazine, call'd *Fort Louis*, or *Mobile* ; from which the nearest Mouth of the River *Mississipi* lies S. W. distant about 8 Leagues.
- 71 *Membre-Rock*, on the N. W. Side of the great *Bahama* Bank, North of *Bahama* Island, N^o 1.
- 72 *St. Augustin*, a *Spanish* Town and Garrison on the Coast of *Florida*, North of the Gulf.
- 73 *St. Whari's* River, South from the *Savanna* River, distant 43 Leagues.
- 74 *Kees*, Islands and Rocks on the N. E. Side of the great *Bahama* Bank.

Capes, &c. on the North Side of the Tropic of Cancer.

- 62 **C**APE *Florida*, the most Southerly Point of the Continent of North *America*, which forms the North Point of the Mouth of the Gulf of *Mexico* on its W. Side, and that of *Florida* on the E. which last is markt with Darts, whose Points shew the Course of the Current.
- 62 The Gulf of *Florida*, it extends from the Cape along where the small Darts → are markt, which denote the general Course of the Current.
- 63 *Ponce-Bay*, within the Gulf of *Mexico*, on the West Coast of *Florida*, to the North of the Cape.

Capes, &c. on the South Side of the Tropic of Cancer.

- 75 **C**APE *Corintos*, the Southerly Point of *Cuba*, near Cape *St. Antonio*, N^o 58.
- 76 I. *Pinos*, East of Cape *Corintos*, and South of *Havanah*.
- 77 *Jordans*, } Several small Islands and
- 78 *Los Hermanos*, } Rockson the S. of *Cuba*.
- 79 *Great Carmanis* I. South of *Cuba* and the above Rocks. The Galleons passing from *Cartagena* to *Havana* (which former lies due South from *Port Royal*, distant 30 Leagues) sail very near to this Island, because of keeping to Windward in the Trade Wind.
- 80 *Little Camanis* I. East of the foregoing.
- 81 *Caiman-*

I N D E X.

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| <p>81 <i>Caiman-Brak I.</i> East of <i>Little Camanis.</i>
 82 <i>Cabo de Cruys</i>, the most Southerly Cape of the Island of <i>Cuba.</i>
 83 <i>St. Jago T.</i> on the South Coast of <i>Cuba</i>, North of Point <i>Morant</i> in <i>Jamaica</i>, N^o 37.</p> | <p>84 <i>Cape Mayze</i>, the most Easterly Point of <i>Cuba.</i>
 85 <i>St. Jago T.</i> on the North Coast of the <i>Spanish Part of Hispaniola.</i>
 86 <i>St. Domingo T.</i> on the S. Coast of the same, due S. from <i>St. Jago.</i></p> |
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AN ALPHABETICAL CATALOGUE OF ALL THE

Islands, Capes, &c. contained in the annexed Chart of the *West-Indies*, with the numerical References to the General INDEX thereof, for the more ready finding out the Situation of any Place requir'd.

<p style="text-align: center;">No.</p> <p>A</p> <p>ANDROS Island 9 Anguilla I. 15 Acklin-Key I. 21 Antonio Cape 58 Augustin St. 72 Abaco, or Lucayos I. 2</p> <p style="text-align: center;">B</p> <p>BAHAMA I. 1 Berry Islands 10 B. mines I. 12 Bahama old Streights 16 Binoras 48 Blanco Cape 68 Booby I. 46</p> <p style="text-align: center;">C</p> <p>CAJADZAL I. 14 Caicos W. Is. 26 — Bay 27 Caiman Brak 81 Cabo de Cruys 82 Camanis Great I. 79 — Little I. 85</p>	<p style="text-align: center;">No.</p> <p>Catt I. or St. Salvador 4 C. Blanco 68 C. Corintos 75 C. del Engano 36 C. St. Nicolas 32 C. Mayze 84 C. Tabran 34 C. Quibanico 45 Crooked I. 20 C. Cameron 51 Cao I. 56 C. Antonio 58 Carlos-Bay 64 C. Catoche 57 C. Florida 62 C. Samblas 66 Cozumel I. 54</p> <p style="text-align: center;">D</p> <p>DEL Engano C. 36 Domingo St. 86</p> <p style="text-align: center;">E</p> <p>ELEUTHERA I. 3 Exuma I. 19</p>	<p style="text-align: center;">No.</p> <p style="text-align: center;">F</p> <p>FLORIDA Cape 62 — Gulf → 62 Formiga 47 Fort Louis, or Mobile 70 French Keys. 24</p> <p style="text-align: center;">G</p> <p>GREAT Camanis I. 79 Great Shoals 50 Guanabo I. 33 Guayano I. 53 Gulf of Florida → 62</p> <p style="text-align: center;">H</p> <p>HAVANA 59 Heneago I. 25 Hermanos 78 Hiciacos Point 61 Hogsties 22</p> <p style="text-align: center;">I</p> <p>JAGO St. 83 Ditto 85 Josepho St. 67 Jordans 77</p>	<p style="text-align: center;">No.</p> <p>Island Pinos 76 Jack Rocks 11 Juncettas Islands 18 Island Verde 49</p> <p style="text-align: center;">K</p> <p>KEES 74</p> <p style="text-align: center;">L</p> <p>LUCAYOS or Abaco I. 2 Little Camanis 80 Louis Fort or Mobile 70 Los Hermanos 78 Long Island 7</p> <p style="text-align: center;">M</p> <p>MAGUANA I. 23 Mageras Is. 55 Matanga-Bay 60 Mayze Cape 84 Membre-Rock 71 Millan St. Is. 52 Mira Per Ves Is. 41 Mobile Fort 70 Morant Point 37 Mucaras</p>
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C A T A L O G U E.

	No.		No.		No.		No.
Mucares	43	Providence Island	8	St. Jago in Cuba	83	Triangulo, or	2
N		Q		— in Hispaniola	85	Watlin's I.	5
NAVAZA I.	40	Uibinico Cape	45	St. Domingo	86	Turks I.	28
Negril Point	39	R		St. Salvador or Catt I.	4	V	
North Riff	29	ANAS	49	St. Milan	52	VERDE I.	44
P		Ragged I.	17	St. Whan's River	73	W	
PAIAXY-Bay	65	Reguez I.	12	Sambles Cape	66	W	
Penfacola-Bay	69	River St. Whan's	73	Saona I.	35	Watlin's, or	5
Finos Island	76	Rock of Membre	71	Samana, or Rum I.	6	Triangulo I.	5
Point Hiciacos	61	Rum, or Samana I.	6	Shoals great	50	West Caicos Is.	26
Point Morant	37	S		Shoals of C. Cameron	51	Windward Passage	42
Point Negril	39	ST. Augustin	72	South Riff	30	Y	
Port Royal	38	St. Josepho	67	T		Umeca, or	7
Port Dauphine	70			Ortugas Is.	13	Long Island	7
Ponce-Bay	63			Tortuga I.	31		

The USE of the General INDEX.

IN viewing the Chart, I see Number 29 in the East End of it, over a Shoal lying between the Line of the Tropic, and the Island of *Hispaniola*; I require to know the Name of that Shoal; then looking for the same Number in the General Index, I find it is called, the *North Riff*, &c.

The USE of the Alphabetical CATALOGUE.

IF I desire to know the Situation of any particular Island, or Cape, &c. suppose the Port of *Havanah*; I look for *Havanah* in the Alphabet, and find added to it the Number 59; then turning to that Number in the General Index, I find it in Course before the Word *Havanah*, under the Title of, *Places situate on the South Side of the Tropic of Cancer*, which directs me to its Situation at the like Number in the Chart.

F I N I S.

(2)

LETTER
ON THE
PRESENT STATE

OF THE
Spanish WEST-INDIES,

To P—— H——, Esq;

SIR, Signed J. N.

I N Obedience to your Commands, I will endeavour to give you the best Account I can, of the several Points you mentioned in your last; and shall be extreamly well pleas'd, if what I have to offer should be so lucky as to give you Satisfaction.

I must in the first Place premise to you, that it is a Maxim from which the *Spaniards* never depart, to permit none but those of their own Nation to carry on any Trade in their *West-Indies*, or even to visit them out of Curiosity or Pleasure. When I say it is a Maxim from which they never depart, you must understand thereby, that they never willingly depart from

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it.

it. During the last War, indeed, they were obliged to digress a little from their Rules in favour of the *French*, as upon the Peace they allow'd the *English* a share in this Trade by the memorable *Assiento Contract*; but in both Cases they acted by Constraint, and with visible Regret; and yet this Trade of theirs, though in Appearance belonging to themselves, is three fourths of it at least carried on for the Benefit of the *English*, *Dutch*, *French*, and other Foreigners, for whom the *Spaniards* are but Factors; yet Factors of such Honour, that there is not a single Instance of any one of them betraying his Trust. Now, Sir, to your Demands.

Galleons.

First, then, with Respect to the *Galleons*. A *Galleon* is strictly and properly speaking the Name of an old-fashion'd Man of War, a three or four-deck'd Ship of prodigious Bulk. The *Spaniards* are the only Nation who now use them, and with them they are made use of only in the Traffick with *America*. The *Galleons* are sent annually (if possible.) They are Eight in Number, and the five first are distinguished by the following Names, *La Capitana*, *La Admirante*, *El Governo*, *La Patacha*, *La Marguarita*. These carry each fifty Pieces of Brass Cannon; the rest also are Men of War, and should carry nothing but on the King's Account; however, they are usually so encumbered that it is seldom possible to defend them when attack'd. With these *Galleons* there go twelve or fifteen Merchant-Men, which are also very large Ships, but their Cargoes are on Account of private Persons. The *Galleons* sail from *Cadiz*, and are generally speaking two Years in making their Voyage.

Flota.

The *Flota* consists also of Men of War, and Merchant-Men. The Men of War are usually *La Capitana*, *La Admirante*, and *La Patacha*. With these go sixteen Merchant-Men, each from four hundred to a thousand Tuns. These sail likewise from *Cadiz*, and all that is brought on Board the Men of War is on the King's Account, whereas the Cargoes of the other Vessels belong to the Merchants.

The

The Specifick Differences between the *Galleons* and the *Flota*, are these. *First*, the *Galleons* go always to *Pern*, the *Flota* never. *Secondly*, the *Galleons* sail whenever they are laden, though usually two or three Months before the *Flota*; whereas the *Flota* always sails in the Month of *August*. *Thirdly*, the Cargo of the *Galleons* is much richer than that of the *Flota*. When these Fleets sail, as they sometimes do together, they continue in Company till they come to the Height of the *Antilles*, and then the *Galleons* bear away for *Carthage* and *Porto-Bello*, and the *Flota* for *Vera Cruz*. When they return, their Rendezvous is at the *Havana* in the Isle of *Cuba*.

But as there is always a great many Things to settle even after they arrive in that Port, they commonly dispatch a few Ships into *Europe*, who, besides their proper Cargoes, carry an Account of what is on Board the *Galleons* and *Flota*. The Ships are stiled the *Flotilla*. Flotilla.

Besides these, there are another Sort of Vessels imploy'd in the Trade to the *Indies*, which are called *Register-Ships*. They are so stiled, because they have a Permission from the King of *Spain*, or from the Council of the *Indies*, which is register'd to prevent their incurring the Penalties inflicted on such as sail to the *Indies* without a proper Permission. In these Registers it is punctually set down that these Vessels are not full three hundred Tuns; but the Counsellors in *Spain*, and the Governors in the *West-Indies*, have hitherto had very bad Eyes, every *Englisman* being able to discern that every Ship of these are at least six hundred Tuns. But People in Power, like People in Love, never act like other Folks. These Permissions cost usually thirty thousand Pieces of Eight; but if the Merchants gave a hundred thousand, they would have a good Bargain, and the King a bad one. You must not imagine that Things are done in *Spain* in a more slovenly Manner than elsewhere; quite the contrary; there are more Precautions taken here, than in any Country upon the Face of the Earth.

Not

Not only the Burthen, but the very Cargo of every Ship is most exactly register'd in *Europe*, and the Governors in *America* again certify exactly the Produce of that Cargo. Such Care is taken for the King. — But to be sure the Counsellors of the *Indies*, and the Governors, get some little Matter for their Trouble. For Example,

A Ship has been certified to have on Board *twelve thousand Skins*, and *one hundred thousand Pieces of Eight*, with the Merchandize in Proportion; yet the Merchants Invoice bore *twenty-six thousand Skins*, and upwards, and *four millions in Pieces of Eight*.

It may, perhaps, divert you, if I observe at what Price Goods were sold in the Year 1705, when the first *French* Ships went to the *Indies*. An ordinary Hat fetched eighteen Pieces of Eight. An Ell of Course Cloth twelve. Cloth of eighteen Shillings a Yard, sixteen or eighteen Pieces of Eight. A Pair of Silk Stockings, twenty. And Silk, sufficient for a Woman's Habit, a hundred, though of the slightest Sort. The *South-Sea* Ship is in the Nature of a *Register-Ship*, and some Folks say, that a little *Spanish* Mangement may now and then creep in amongst those who are concerned in that Trade. Let us now speak of the Ports. And first if you please of

Havana.

The *Havana*. This is a Port in the Island of *Cuba*, and is generally, and I think properly accounted its Capital, since the Governor resides there. Its Harbour is very safe and convenient, and therefore here in the Month of *September* the *Galleons*, the *Flota*, and other Ships, to the Number of fifty or threescore, meet altogether, when there is a continual Fair, till such Time they depart, and carry with them more Riches than is to be found in any other Part of the World, the Total of their Cargo being seldom less than Seven Millions Sterling. In the Month of *September* usually these Ships leave the *Havana*, and passing through the Channel of *Babama*, steer

as near the Shore as may be, 'till they are in the Height of the *Azores*, and then bear away for *Cadiz*.

Porto-Bello is but a new Town, built in the Stead of *Nombre de Dios*, which was excessively unwholesome; besides, it had been plunder'd by Sir *Francis Drake*, which made the Inhabitants the more ready to remove. As the Town now stands, it is a very little inconsiderable Place, if you except six Weeks in the Year, which is the Time of the Fair while the *Galleons* are in the Port. Then a very small Shop costs a thousand Crowns for that Time only, and a Bedchamber however little, a hundred and twenty; a Pigeon, six, or seven Shillings, and Beef, which at another Time is not worth three Farthings a Pound, will then bring twelve Pence. The Reason of all this is, the Place is so unwholesome, that no body who can help it will reside there, but just while the Fair lasts; and it is no extraordinary Thing to see five hundred Persons die even in that short Space. There are no such Things as Weights and Measures made Use of in Trade here; all Things are sold by Wholesale, and the Piles of Silver in Ingots, lie as carelessly as Pigs of Lead in another Place. When the Fair is over, the Gold and Silver is put on Board the *Galleons*, at least the greatest Part of it; the rest of the Merchandize, such as Indigo, Cochineal, Cocoa, &c. on Board the Merchant Ships. This done, the Officers visit them in Order to see that the King is not cheated, or to speak properly, to see that he is cheated, for a valuable Consideration. On their return into *Europe*, the Officers there come on Board for the same Purpose, and are dispatched on Shore by the same Methods.

Carthagena, the Capital of a great Province, is the next Port to which the *Galleons* sail. It is one of the safest the *Spaniards* have in the North Seas, and well fortified because the *Galleons* winter there. It is also exceedingly populous, that is, for a *Spanish* City in *America*, there being in it at present, above four thousand *Spanish* Inhabitants, and near twenty thousand *Mullatos* and *Negroes*, who are all at their Ease, and would be

thought excessively rich in any other Place. It was taken in the Year 1697, by the *French*, under the Command of *M. de Pontis*; though the Inhabitants had Time enough to carry away two thirds of their Riches, yet the *French* carried away eight Millions of Piaſters in Gold and Silver.

Vera-Cruz.

Vera Cruz is the ſame Port formerly known by the Name of *St. John de Ulbua*, ſeated in the Bottom of the Gulph of *Mexico*, and about ſixty Leagues from that City. This is a Port of the moſt extenſive Trade in the *Spaniſh* Dominions, perhaps its Commerce is the greateſt of any Port in the Univerſe. For hither once a Year comes the Riches of the *East-Indies*, by the *Acapulca* Ship. It is the natural Center of the *American* Riches; and the *Flota* brings hither annually Goods to an immense Value from *Old Spain*. The Inhabitants however are not above three thouſand, but they are all Merchants or Factors, and he is looked upon as a ſorry inconfiderable Fellow, that is not worth a hundred thouſand Pounds at leaſt. The Fair at *Vera Cruz*, reſembles that at *Porto-Bello*, only it laſt longer. For though the *Flota* ought to ſail regularly in the Month of *May*, yet it is detained ſometimes till *Auguſt*. The Gold and Silver is never embarked 'till within a few Days of the Fleets being ready to ſail.

Buenos-Ayres.

The City of *Buenos-Ayres*, is ſeated on the *South* Side of the great River *de la Plata*. It contains about four thouſand Houſes, built of Earth, but the Inhabitants are exceſſively rich. It was here that the *French* Company was eſta bliſhed for ſupplying the *Spaniards* with Negroes; and it is here that the *South Sea* Company have their Factor for the ſame Purpoſe. The great Commerce between this City and that of *Potoſi*, diſtant from it five hundred Leagues, is the great Source of its immense Riches. Its Inhabitants have alſo a great Trade with *Chili*, and with the *Braſils*; and notwithstanding all the Precautions that can be taken to prevent Smuggling, ſome intelligent People are of Opinion, that they are full as honeſt in this Particular on the Coaſt of *Kent*, as in the Neighbourhood of *Buenos Ayres*, where
with

with the Leave of the Governor, many Things may be done ; That is in plain *English*, you may with Impunity break the Laws, provided those who should see them put in Execution are handsomely paid for looking on. How happy is the Country where there are no *Spaniards* in the Administration !

The Coast of the *Caraccas* is so denominated from the City of *Caracca*, its Capital. In this Country the *Cacao* is so excellent, that all Payments are made there in preference to Silver ; and on this Account there is a mighty Trade carried on here. The *French* from their Islands, and the *English* from *Jamaica*, have a very large Share in it, notwithstanding all the Prohibitions which the King of *Spain* makes with so much Solemnity ; and notwithstanding all the Care his Officers can, or rather all the Care they will take : But after all, the greatest Gain is made by the *Dutch*. For as the *French* and *English* have their Commodities, which are those of *Europe*, and the *East-Indies*, at the second, third, or fourth Hand ; the *Dutch* bring them directly from *Holland*, in large stout Vessels, every Seaman having a proportionable Share in the Cargo, and consequently a natural Concern for the Success of the Voyage ; so that though their Goods are sold cheaper, yet they come to a better Market than their Neighbours. The new Company lately erected in *Spain*, have promised to redress all these Mischiefs, and perhaps they may, if they do not find it their Interest to continue them. For this is the Logick of the *West-Indies*, and all who are bred there understand it naturally, from the Captain to the Cabbin Boy.

I have now Sir (as I apprehend) fully satisfied all your Queries, and given you in as narrow a Compass as may be, an Idea of the *Spanish* Concerns in *America*. If it answers your Purpose, it will repay my Pains, who am with great Regard,

Dear, S I R,

Your Friend and Servant.

Scotland - Yard,
Dec. 3, 1739.

F I N I S.

J. N.

Just Published by JOHN APPLEBEE, Printer in Bolt-Court, Fleet-street.

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